

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

OLIVERS MINES.

TO THE EDITOR OF THE "DAILY MAIL."—We hope not to have occasion to again claim your indulgence and that of your readers, but the letter from Messrs. J. D. Humphreys and Son in your last issue almost makes it incumbent upon us to again ask you to give us space for a rejoinder. Messrs. J. D. Humphreys and Son lay stress on the private nature of the circular, and we are bound to say that it is a bold hankering on the 10th inst., but as the telegram contained therein, which is the bone of contention between us, appeared in the *China Mail* of the 9th inst., or before the circular was in the hands of the shareholders, we contend that it could not be looked upon as of a private nature. In regard to Messrs. J. D. Humphreys having told a member of our firm that they did not read the telegram, we will say that the transfer had not been made, we freely admit that this was done, and whilst admitting that they did so inform a member of our firm, and regretting that the writer of the circular was not told of the fact before publishing the circular, we submit (as) that there were no possible two ways of reading the telegram as published by the managers and that the statement in our circular was in strict accordance with it. In the same the similar intimation were very insufficient for such an important matter and that if the management had discovered the telegram was open to another construction it should have been either definitely stated in the public press or privately circulated amongst shareholders. We must again apologise for troubling you in this matter and trust you will favour us by publishing this our last letter on the subject. Yours faithfully,

CHATER AND VERNON.

Hongkong, 22nd June, 1886.

CHEFOU.

13th June.

The land war in Chefoo is still proceeding merrily, and the Chinese officials are getting more and more disturbed, or perhaps it may be more and more anxious, if this be possible. The Foreigners, forsooth, question, it is true, is quite right for the time, no fresh steps having been taken on either side, so far as is generally known, but the authorities of the Hospital Général are carrying on a vigorous dispute with the Taotsu. The General Hospital is being considerably enlarged, its capacity last summer having proved inadequate to requirements; more quartered patients are being treated together with a number of convalescents, waiting-room, etc. The foreigners in front of the hospital, all of which, down to "high-water level," belongs to the hospital, is being encircled, as it has long been highly desirable to do. This piece of waste ground has for years been used by the poorer Chinese for the deposit of offal and ordure of every description; a filth drain from the native town opened on to, and the discharge stank so abominably, that a hospital still had at last sprung up and spared the Consul's life for some years yet. Mr. Enslie maintained his usual cheerfulness and buoyant spirits, and his restoration to health was confidently expected by his friends. We learn, however, that yesterday morning Mr. Enslie broke a blood vessel while coughing, and this hastened the end, which occurred at No. 9 at 11.45 o'clock last night.

Mr. Enslie, it is believed, arrived in Japan in the winter, and entered the British Consulate service in Japan as an interpreter on March 17th, 1881. From August 13th of that year until June 1st, 1883, he was Acting Consul at Hakodate. In the following year he was attached to the Surveying Squadron in the Inland Sea and the Straits of Shimonoseki as Interpreter, and subsequently on several occasions was in charge of the Hydrographic Survey. He was then appointed to the Consulate at this port as Interpreter in January, 1883, remaining here in that capacity till February, 1883, when he was appointed Acting Vice-Consul for Hyogo and Osaka, which position he held till 1873, with the exception of an interval of three months, during which time he was Acting Consul at Mikata. In 1877 Mr. Enslie was called to the Bar at Lincoln's Inn, and in 1881 was appointed Acting Consul at Yokohama. From November, 1881, to February, 1883, he was Acting Consul at Yokohama, but during that time had been promoted to be Vice-Consul at Hakodate. In 1884 he was transferred to Nitobe, and a few months later was nominated provisionally as Consul at Nagasaki. He was, however, appointed to that position in October, 1884. Since then Mr. Enslie has on several occasions officiated as Consul at Yokohama, but has continuously been here. His Majesty's chief representative at this port since 1880.

A similar difficulty has been experienced by the Chinese Linqu Mission authorities, whose new school buildings at the other end of the East Beach are protracting rapidly, and of the local Chinese, who, in most strenuous opposition to their obtaining stone from certain quarries, in spite of the fact that contracts for the required quantity, all due form, had been made and signed. Their opposition was triumphantly overcome, however, thanks to Dr. Duthwaite's friendship with the military officials, a friendship firmly based on a long series of benefits received by them and their men from the Mission. He has, however, been compelled to give up his post, but has been appointed to the Consulate before the doctor and explore position. As far as we have been able to learn, the Chinese officials and the former have every reason to be satisfied, as the former are as actively engaged in getting stone and other building materials, owing to the altitude of the Chinese, that this difficulty has now been overcome.

On May the 27th the Russian gunboat *Gremany* was despatched, as the Consulate, in honour of the Coronation of their Majesties of Russia; the night before, the Consulate being glorious with myriads of coloured lanterns, according to custom, which were appreciated by foreigners and Chinese alike.

The Gunboat, however, has been a long time absent, and is likely to remain for a long period. Its master, however, with his officers, landed with their band and marched out to the Bamboo Temple. They returned in the evening, almost ashen with green bouquets as were the troops which deceived and terrified Macbeth, and with other signs of having spent a thoroughly enjoyable day in the country.

Yesterday the *Azores* arrived, so that we have now three gunboats in the harbour. The British fleet, or, at any rate, a portion of it, is daily expected, though rumour says that their stay will be but short.

Yesterday the usual annual meeting of the Chefoo Race Club took place in the Chefoo Club, which has recently been repainted and otherwise overhauled and improved. The British Consul took the chair, and the usual business was easily got through.

The 18th June, the 1895 Stevards resigned; the Hon. Treasurer announced that the balance in hand amounted to 3150 odd; and the following were elected as Stevards for the next autumn meeting, which will probably be held on the 23rd and 24th of September:—Messrs. Bullock, Laver, Ostromerow, H. J. Clark, Plumbe, and Dr. Long.

The usual votes of thanks closed the proceedings.

The Hon. Mr. Justice of the Peace, Sir George Burt, has arrived from Peking, the foreman of the usual steam of visitors, which does not usually attain considerable dimensions until July. Honour declares that our Peking visitors will be very few, the temples being more in favour than the city; and the Tientsin people appear to have evolved a sanitarian of their own. The hotelkeepers and boarding-houses are as clean as ever, none the less, I believe, having had to refuse would-be patients for July and August.

The more vigorous of the Chefoo residents, and some few visitors, have begun bathing already, both morning and evening, the sea being warmer than it usually is at this early date, due doubtless to the mildness of the past winter, there having been but little ice anywhere in the Gulf.—*C. Daily News* correspondents.

Opinions differ, says the *City Press*, as to the probability or otherwise of the present cycle boom continuing, but one thing is very certain, and that is, that the sooner it becomes a thing of the past the better will the goods that supply the materials for outdoor games in general be pleased. As far as the present cycle is concerned, however, it is at this time of the year, additional traders are engaged, as to the advisability of retaining the services of some of the staff of even the longest standing. All round there are grievous complaints of the injury being done to the athletic trade by this craze for the cycle.

THE GERMANS SCORE.

We have no hesitation in saying that our German friends have scored very heavily over the Chinese in the latest war at Nanking, where a German drill instructor was all but murdered to the death, and the Chinese, who had the captain of the *Wilhelm* and *Udo* brought before the foreign-hating Viceroy Liu Kun-yih severely to task, but they have, by comparison, also scored a victory over more reputable diplomatic rivals. They have certainly shown that the *forte* in its style of argument is eminently better fitted for application to Chinese statesmen than the *modus operandi* so long and so well known to the British Diplomacy. The fallacy of assuming that steel hand is a covering of *kid* when held out by Europeans to Chinese officials has in all consequence been sufficiently exposed, but even as late as last year, when the Kuei-ling massacre and the Soochow outrages were horrifying the world, the British Admiral on this station permitted himself to be rebuffed and "bluffed" by the Chinese, who, though the Foreign Minister had come to see him, without seeing the Viceroy, who thereby scored a great victory over the "foreign devil" in the eyes of the Chinese. Very different was the treatment accorded the other day to the German captain of the *Prinzess Wilhelm* and the *Udo* when they went up to Nanking to obtain release for the outrages on the German drill instructor Liu Kun-yih, and his young son. German members sent him a note saying that they could not leave their vessels owing to important duties on board—the occasion suggested these duties to the guilty conscience of the mandarins—and that they expected him to visit them without delay. Inside of an hour from the receipt of their message the Viceroy was on board the *Prinzess*, professedly ready to make preparations in favour of the release on the German captain's behalf. Whether any of these British ladies and children had been murdered at Kuei-ling, and over a hundred British subjects left homeless and driven out in terror of their lives from Soochow, the Viceroy was able to turn away the British Admiral, who came with a formidable fleet, with a paltry excuse of indisposition. The difference in the treatment and its results can not fail to convey a lesson that the British Foreign Office and Admiralty should take deeply to heart.—*China Gazette*.

DEATH OF MR. J. J. ENSLIE.

Kobe, 16th June.—We regret to have to record this morning the death of Mr. James Joseph Enslie, the British Consul of this port. For many months past Mr. Enslie had been suffering from an attack on the liver. He had undergone three operations, and was again in a fit condition, though surgical skill had at last triumphed and spared the Consul's life for some years yet. Mr. Enslie maintained his usual cheerfulness and buoyant spirits, and his restoration to health was confidently expected by his friends. We learn, however, that yesterday morning Mr. Enslie broke a blood vessel while coughing, and this hastened the end, which occurred at No. 9 at 11.45 o'clock last night.

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In the following year he was attached to the Surveying Squadron in the Inland Sea and the Straits of Shimonoseki as Interpreter, and subsequently on several occasions was in charge of the Hydrographic Survey.

He was then appointed to the Consulate at this port as Interpreter in January, 1883, remaining here in that capacity till February, 1883, when he was appointed Acting Vice-Consul for Hyogo and Osaka, which position he held till 1873, with the exception of an interval of three months, during which time he was Acting Consul at Mikata.

Mr. Enslie was called to the Bar at Lincoln's Inn, and in 1881 was appointed Acting Consul at Yokohama.

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1883, he was Acting Consul at Yokohama, but during that time had been promoted to be Vice-Consul at Hakodate.

In 1884 he was transferred to Nitobe, and a few months later was nominated provisionally as Consul at Nagasaki.

He was, however, appointed to that position in October, 1884.

Since then Mr. Enslie has on several occasions officiated as Consul at Yokohama, but has continuously been here. His Majesty's chief representative at this port since 1880.

Mr. Enslie was an official and a private gentleman; we need say very little, for his qualities were well known to our readers. His training eminently fitted him for the position he occupied, and socially he was recognised as one of the most amiable of men.—*Kobe Chronicle*.

SHIPPING REPORTS.

The British steamer *Orion*, from Sydney 25th May, had strong S.W. winds past of passage from Sydney to Port Darwin. From Port Darwin to meet moderate variable winds.

The British steamer *Yester*, from Manila 10th June, experienced light to moderate S.W. monsoons and fine weather. On the 20th June passed the British sailing ship *Holymo*, lat. 13° N., long. 139° E., bound N.E.

The British steamer *Lokang*, from Shanghai 17th June, and Swatow 21st, had thick fog from Shanghai for Hsienhsien; from Hsienhsien to Swatow moderate and cloudy. From Swatow to port strong S.W. wind and cloudy weather.

The British steamer *Nanox*, from Foochow 16th June, and Amoy 20th, had fresh S.W. winds and clear weather from Foochow to Amoy.

From Amoy to port strong S.W. winds and occasional squalls.

In Foochow, 21st, *Orion*, 22nd, and *Yester*, 23rd, and *Udo*, 24th, had variable winds.

The British steamer *Providence*, from Penang 12th June, and Singapore 16th, had light winds and fine weather up to Amboina Islands, thence to 32° N. had fresh to moderate S.W. winds with heavy squalls of wind and rain, accompanied with thunder and lightning. Passed Cape Padar 14th inst. at 11.45 p.m., thence to N. 12° E., long. 112° E. From Padar to N. 12° E., long. 110° E., had strong S.W. winds and occasional squalls. From Padar had fresh to moderate monsoon with following sea and pleasant weather, which continued up to arrival.

The British steamer *Wingson*, from Calcutta 6th June, and Singapore 10th, had light winds and fine weather up to Table Island, thence to N. 12° E., long. 110° E., had strong S.W. winds with heavy squalls of wind and rain, accompanied with thunder and lightning. Passed Cape Padar 14th inst. at 11.45 p.m., thence to N. 12° E., long. 110° E., had strong S.W. winds and occasional squalls. From Padar had fresh to moderate monsoon with following sea and pleasant weather, which continued up to arrival.

The British steamer *Proprietary*, from Penang 12th June, and Singapore 16th, had light winds and fine weather up to Amboina Islands, thence to 32° N. had fresh to moderate S.W. winds with heavy squalls of wind and rain, accompanied with thunder and lightning. Passed Cape Padar 14th inst. at 11.45 p.m., thence to N. 12° E., long. 110° E., had strong S.W. winds and occasional squalls. From Padar had fresh to moderate monsoon with following sea and pleasant weather, which continued up to arrival.

The more vigorous of the Chefoo residents, and some few visitors, have begun bathing already, both morning and evening, the sea being warmer than it usually is at this early date, due doubtless to the mildness of the past winter, there having been but little ice anywhere in the Gulf.—*C. Daily News* correspondents.

Opinions differ, says the *City Press*, as to the probability or otherwise of the present cycle boom continuing, but one thing is very certain, and that is, that the sooner it becomes a thing of the past the better will the goods that supply the materials for outdoor games in general be pleased. As far as the present cycle is concerned, however, it is at this time of the year, additional traders are engaged, as to the advisability of retaining the services of some of the staff of even the longest standing. All round there are grievous complaints of the injury being done to the athletic trade by this craze for the cycle.

INTIMATIONS.

HONGKONG W. ROBINSON & CO.

150 PIANOS FOR
HIRE OR MONTHLY
PAYMENTS.

PIANOS REPAIRED
EQUAL TO NEW
WORK WARRANTED.

TUNING BY
EXPERIENCED MEN ONLY.

SECOND HAND
PIANOS CHEAP.

PIANOS FOR
CLIMATE.

ILLUSTRATED
CATALOGUES FREE.

MUSIC, STRINGS, AND
MUSICAL INSTRUMENTS

PIANOS CHEAP.

PIANOS FOR
CLIMATE.

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NOTICE TO CONSIGNEES

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"MONMOUTHSHIRE",
FROM ANTWERP, LONDON, AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their ports to the order of the Hong Kong and Kowloon Wharf and Godown Company, Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 22nd inst will be subject to rent.

All Claims against the Steamer must be presented to the Master or Agent before the 22nd inst, and will not be recognized.

All broken, shuted, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & CO., Agents.

Hongkong, 16th June, 1896. [1887]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA".

FROM TACOMA, VICTORIA, YOKO-

MA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & CO., Agents.

Hongkong, 18th June, 1896. [1888]

TO CONSIGNEES OF OPTIONAL CARGO, EX. O. S. C. S. S.

"CRESTES"

FROM LIVERPOOL.

SHIPPING Ordnances obtained from the Undersigned not later than the 23rd inst. for shipment per steamer "PROMETHEUS".

BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th June, 1896. [1816]

STEAMSHIP "ERNEST SIMONS".

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ALEXANDRIEN, MARSEILLE, AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON WEDNESDAY, the 24th June, 1896, the Company's Steamship "CALENDAR", Captain L. Blane with Mails, Passengers, Specie, and Cargo, will leave this Port for MARSEILLE via BOMBAY.

This Steamer comes from COLOMBO with the following "POLYNESIAN", which makes sales on her Passengers and Mails, leaving that port on the 17th July direct to Suva, Port Said, and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon.

Cargo and Specie booked on board until 4 P.M.

Contents and Parcels until 3 P.M. on the 23rd June.

(Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packaged are required.

For further Particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 13th June, 1896. [12]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

EMPIRE OF INDIA...Comdr. H. Pyne, R.N.R. WEDNESDAY, 1st July, 1896

EMPIRE OF JAPAN...Comdr. G. A. Lee, R.N.R. WEDNESDAY, 22nd July, 1896

EMPIRE OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 12th Aug., 1896

THE magnificient Steamships of the Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brunei and Tawau, S. Borneo, 9 months, 2100 miles.

The attractive features of the Line are the connection with the PALATINE TRANS-CONTINENTAL TRAINS, and the Company having received the highest award for some of recent Chicago World's Fair Exhibits, and the diversity of MAGNIFICENT MOUNTAIN and LAKE SCENERY.

THE DINING-CAFS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder Street.

Hongkong, 16th May, 1896. [8]

VESSELS ON THE BERTH

ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

JAPAN-CHINA-JAPAN LINE.

FOR YOKOHAMA AND KOBE.

THE Steamship

CASSIUS, will be despatched for above port to-day, the 23rd inst, at 4 P.M.

For Freight or Passage, apply to

LAUTS, WEGENER & CO., General Agents.

Hongkong, 20th June, 1896. [1450]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENSIN.

"NANCHANG"

Captain Finlayson, will be despatched as above

TO-DAY, the 23rd inst, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd June, 1896. [1413]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL VIA STRAITS AND USUAL PORTS.

Taking Transhipment Crops for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.

THE Company's Steamship

"MOYUND", will be despatched as above TO-MORROW, the 24th inst., at 5 P.M.

For Freight, &c., apply to

HOLLIDAY, WISE & CO., Agents.

Hongkong, 23rd June, 1896. [1838]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers as through rates for NINGPO, CHINCHING, NEWWANG, TIEN-TSIN, HANGZHOU, and Ports of the YANGTZE).

THE Company's Steamship

"PROMETHEUS", will be despatched as above TO-MORROW, the 24th inst., at 5 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th June, 1896. [1453]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUEN-SANG", will be despatched as above port to the 24th inst., at 5 P.M.

For Freight or Passage, apply to

JAEDINE, MATTHEWS & CO., General Managers.

Hongkong, 20th June, 1896. [1451]

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG, AND LONDON.

THE Steamship

"CARMALENSHIRE", will be despatched for the above ports on about SATURDAY, the 27th inst.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 6th June, 1896. [1595]

FOR NEW YORK.

THE 3/3 A.I.I. American Ship.

"LUCILLE", will load here for the above port and will have quick despatch.

For Freight, &c., apply to

CARLOWITZ & CO., Agents.

Hongkong, 2nd May, 1896. [1689]

VESSELS ON THE BERTH

ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

JAVA-CHINA-JAPAN LINE.

FOR SINGAPORE, BATAVIA, SAMA-RANG, AND SOURABAYA.

THE Steamship

"GERMANY",

Captain Beulken, will be despatched for the above ports to MOHOW, the 24th inst., at

Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 22nd inst will be subject to rent.

All Claims against the Steamer must be presented to the Master or Agent before the 22nd inst, and will not be recognized.

All broken, shuted, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst, at 3 P.M.

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DODWELL, CARLILL & CO., Agents.

Hongkong, 22nd June, 1896. [1452]

PROPOSED SAILINGS

(Subject to Alterations)

JAVA, HONGKONG, YOKOHAMA,

KOBE, AMOY, HONGKONG,

SINGAPORE, JAVA.

From Hongkong.

S.S. GERMANY

To JAVA June.

S.S. FEDERATION

To JAVA July.

S.S. CASSIUS

To JAVA August.

S.S. GERMANY

To JAPAN June.

S.S. FEDERATION

To JAPAN August.

S.S. GERMANY

To JAPAN July.

S.S. FEDERATION

To JAPAN August.

S.S. FEDERATION

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